From:	Dean Y Uchida
To:	Hamayasu, Toru; Eng, Henry; Sokugawa, Kathy K.; bsumitomo@honolulu.gov
CC:	Mike T Jones; gawakuni@uhwo.hawaii.edu; Phil Russell; Larry.M.Sumida@hawaii.gov; Micah.A.Kane@hawaii.gov; Van Epps, James; Simon Zweighaft; dunn@pbworld.com
Sent:	9/14/2007 9:08:47 AM
Subject:	RE: Follow-Up on Transit Alignment Meeting

Thanks for clarifying what was discussed.

Is there a contact person at PB we can talk to about the turning radius? Thanks, dean

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From: Hamayasu, Toru [mailto:thamayasu@honolulu.gov]
Sent: Thursday, September 13, 2007 7:42 PM
To: Dean Y Uchida; Eng, Henry; Sokugawa, Kathy K.; bsumitomo@honolulu.gov
Cc: Mike T Jones; gawakuni@uhwo.hawaii.edu; Phil Russell; Larry.M.Sumida@hawaii.gov; Micah.A.Kane@hawaii.gov; Van Epps, James; Simon Zweighaft; dunn@pbworld.com
Subject: RE: Follow-Up on Transit Alignment Meeting

Dean,

Platform bullet is not correct. Platform is not necessarily 26' high with 6' girder. What was said was – the minimum head clearance (bottom of guideway structure) should be 20' so the top of guideway with the depth of guideway at about 6' would be 26' high. The column size is typically 6' x 6' but it must be bigger if the guideway needs to be higher than the typical height of 20'.

Your question:

1. Not sure what information you need relating to the platform size. A typical station will be 50' x 270', including the guideway in the middle. The guideway is about 25' wide so the each platform would be about 12 wide and 270 long. The end station such as at Kroc center may require wider station because of the heavier passenger volume than the typical station. We'll determine that as we get more into PE.

2. Minimum R can be flexible. Talk to us when you get specifics. PB engineers can assist you.

About ROW – 12' is ok at ground level if within a roadway ROW. Remember that there is 25' wide guideway on the top though. Reasonable ROW for greenbelt or linear park should be 50'.

Toru

From: Dean Y Uchida [mailto:DYUchida@drhorton.com]
Sent: Wednesday, September 12, 2007 2:08 PM
To: Hamayasu, Toru; Eng, Henry; Sokugawa, Kathy K.; bsumitomo@honolulu.gov
Cc: Mike T Jones; gawakuni@uhwo.hawaii.edu; Phil Russell; Larry.M.Sumida@hawaii.gov; Micah.A.Kane@hawaii.gov
Subject: Follow-Up on Transit Alignment Meeting

Toru/Henry/Bob/Kathy,

Thanks for taking the time to meet with us on such short notice.

I wanted to follow-up briefly on what we discussed and agreed to at this mornings meeting.

As a follow-up to our meeting with Toru at the end of July, we prepared an alignment that has been agreed upon by the regional developers (see attached). The new alignment runs parallel to Farrington Highway, approximately 1,000 feet makai of Farrington. The proposed alignment then turns south onto the north-west corner of the UHWO property. The UHWO transit station is located in this area. The alignment then runs south on the boundary between the UHWO campus and the

HUNT development. As it exits the UHWO campus, the alignment still needs to be located to minimize impact on the land uses HUNT proposes in this area. The next stop near the North-South Road and East West Road intersection will be located within the North South Road median.

We were asked to come up with a more detailed alignment and locate the transit stations. DTS also want the alignment to be at scale so they can locate it for engineering purposes for the EIS. We have until **September 21st** or sooner to come up with our respective sections of the alignment. DTS planners need to identify the alignment by October 1st and preliminary engineering for EIS will need to be done by November 1st, roughly.

Some of the details that were provided are:

- The transit stations will be 270 feet long;
- The right of way for the transit will be 12 feet wide (six feet for the foot print of the columns with three foot buffers on each side);
- Column foot print is six feet;
- Guideway platform will be 26 feet high with a 6 foot girder (minimum clearance required is 20 feet, some clearance may be greater to allow for topography);
- Once the alignment is set, it will be set for the entire EIS process which is anticipated to be 18 to 24 months;
- Turning radius used for the EIS will not change based on the technology selected.

To assist us in our efforts, could you provide or let us know where we may obtain the following information:

1. Information on the transit station platforms;
2. What maximum turning radius should we use;

Thanks again for meeting with us. I believe the meeting resolved a lot of questions and allowed us to move forward with the planning of our respective projects.

Let me know if you have any questions or if I missed or mis-stated anything from our meeting. Thanks, dean

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